

"FAKE" ASPIRIN WAS TALCUM

Counterfeiter Caught! The New York health authorities had a Brooklyn manufacturer sentenced to the penitentiary for selling throughout the United States millions of "Talcum powder" tablets as Aspirin Tablets.

Don't ask for Aspirin Tablets—Always say "Bayer."

Don't buy Aspirin in a pill box! Get Bayer package!



Always say, "Give me genuine 'Bayer Tablets of Aspirin.'" Insist you want only the Bayer package with the "Bayer Cross" on the package and on the tablets.

The genuine "Bayer Tablets of Aspirin" have been proved safe by millions for Pain, Headache, Neuralgia, Toothache, Earache, Rheumatism, Lumbago, Colds, Grippe, Influenza Colds, Joint Pains, Neuritis. Proper dose in every "Bayer" package. American owned!

Boxes of 12 tablets—Bottles of 24—Bottles of 100—Also Capsules. Aspirin is the trade mark of Bayer Manufacture of Monaciacidester of Salicylic Acid.

Buy Your First One Today

You'll understand at once, the charm that goes with every Don Remo Cigar.

AROMATIC FRAGRANT

J. T. FARGACON CO. EXCLUSIVE CIGAR DEPARTMENT

Memphis

On Sale wherever Good Cigars are sold

7c 3 for 20c

Activities Among Memphis Negroes

BY REV. T. O. FULLER.

The Federation of Parent-Teacher Associations will hold an important meeting at Kottrecht high school Tuesday night. Dr. F. M. Kneeland is president.

S. W. Qualls is one of the progressive young business men in the undertaking business. He has added ambulance service to his equipment.

Revs. A. Parr and N. J. Odenseal, of Brownsville, were in the city Monday and brought \$125 for the Howe rally fund. Rev. Parr is planning a new church for his congregation.

Every educational agency at work for the uplift of our people should be in line Saturday. Every graduate should take part in the academic procession. Every progressive citizen should hear Dean L. R. Moore, of Washington, D. C., as he portrays the part played by education in the uplift of a people. No man in the whole race is better prepared for this great task than Dean Moore.

The Rev. Wm. J. Bivens, of the St. John church, is assisting Rev. R. E. Harshaw, of the Cane Creek church, in his revival this week.

The junior oratorical contest attracted quite a crowd at Howe Monday night. The gold medal was won by C. H. Pearson, of the junior class. John Dillingham and Rachel Mosley

represented the sophomore class very creditably. The judges were Prof. L. J. Seary, Frank T. Long and the wife of Dr. W. P. Bailey.

Class day exercises will be held Wednesday evening at 8 o'clock in the Howe chapel. All friends are invited. There is no charge for admission.

It is not her age alone that distinguishes Memphis. It is her indomitable spirit of progress. Good fighting rather than good fortune has won the place which she occupies in the industrial and commercial world.

When the organized business interests of Memphis inaugurated a constructive program for the uplift of my people a brighter day dawned.

Among the recent contributors to the Howe rally fund were St. John's church, \$50.44; New Friendship church, by Rev. L. S. Strong, \$4; and the Metropolitan Bible band, \$15. The student rally was held Tuesday morning.

It is a great pity that all elements of law-abiding citizens in Memphis don't line up for a common battle against lawlessness. The peace and security of any community depends upon the supremacy of the law. Good citizens of all races must co-operate if we would lift Memphis into her proper place.

MORE HOGS SHIPPED

HUNTSVILLE, Ala., May 20. (Sp.)—The second carload of hogs to be sent out of Madison county under the cooperative plan adopted by the growers has gone to market. The growers received from \$1.50 to \$1.10, according to grade, and the car brought \$2,325.36.

NAVY'S MONSTER SEAPLANES MADE TO BOMB U-BOATS

Details of Construction Revealed Show Design Called for Delivery to Europe Under Their Own Power.

WASHINGTON, May 20.—American naval seaplanes which have undertaken the first flight across the Atlantic ocean were built especially for bombing German submarines and in initiating their design Rear Admiral David W. Taylor, chief of the bureau of construction and repair, had in mind the construction of ships capable of flying across the ocean so as to avoid difficulties of delivery during the war. This was disclosed by the navy department, which made public the memorandum sent by Admiral Taylor on August 25, 1917, to Naval Constructor J. C. Hunsacker.

Admiral Taylor, after discussion of the problem with his assistants, directed preparation of tentative plans to show in a preliminary way size and design of a large flying boat to combine the maximum of seaworthiness with sufficient endurance to fly across the Atlantic to the antilemmarine operation bases in France and England and capable of carrying heavy depth charges and a large battery of machine guns covering every angle of fire. It was anticipated that the boats would be attacked in the air by enemy aircraft.

Early in September Glenn H. Curtiss, of the Curtiss Aeroplane and Motor corporation, and his engineers, W. V. Gilmore and Henry Klecker, came to Washington at the navy's invitation to discuss the proposed designs and they co-operated with the navy throughout the designing and building of the ships. A three-foot model of the boat was made exactly to scale and tested by Dr. A. F. Zahm in the wind tunnel at the Washington navy yard.

Construction work began in October and Commander H. C. Richardson, a naval constructor, was directed to design the hull of the boat. His design was of novel form and construction, embodying directly information obtained from his successful seaplane pontoons. A series of models of hulls were made up and tested by naval constructors McEwen and Richardson in the towing basin at the Washington navy yard and the best of the series was adopted.

The engine plant design was the work of the bureau of steam engineering and it was decided to install three Liberty motors. In December, 1917, a contract was made with the Curtiss company for building four of the boats, but separate parts of the craft were made by a number of factories. The NC-1, the first of the boats, was completed and given a flight on October 4, 1918, and the trials were a source of much satisfaction.

The month of November was spent in thoroughly trying out the NC-1, and many flights were made. After making various minor changes it was concluded that the maximum which could be expected until geared Liberty motors became available. It was apparent, however, that the flying part of the craft could sustain a greater load if more power was available, and it was decided to add a fourth engine.

The second boat was completed in March, 1919, and successfully flew with a total weight of 25,000 pounds. The NC-3 and NC-4 were completed last month. It had been intended to fly all four boats across the Atlantic, but an accident to the NC-1 led to the decision to place the wings of the NC-2 on her and thus only three vessels were left available for the start of the flight.

MISSISSIPPI COURT HANDS DOWN DECISION

JACKSON, Miss., May 20. (Sp.)—The supreme court has handed down the following decisions:

By Eldridge: E. E. Stollenwerk and U. S. Fidelity Co. vs. C. O. Euse, circuit Forrest; affirmed.

Jesse Jackson vs. Frisco railway, circuit Monroe; affirmed.

Jesse Jackson vs. Monroe county, circuit Monroe; affirmed.

G. E. Wilson and W. O. Williams vs. J. W. McBridge; affirmed.

By Stevens: Lee line steamers vs. Carolina Lewis, circuit Coahoma; affirmed.

J. L. Sullivan vs. Dr. P. M. Smith and P. B. Okeene, chancery Coahoma; reversed.

Coast Ship company vs. Ben. Yeager, circuit Harrison; affirmed.

Rey Planning mill vs. J. R. Henson, circuit Lauderdale; affirmed.

Mrs. Mary E. Jones vs. W. W. Stamps, chancery Bolivar; affirmed.

Della Lumber company vs. N. Wall et al., circuit Leflore; suggestion of error overruled.

Mrs. Mary C. Berry vs. P. H. Lowrey et al., chancery Tarrant; suggestion of error overruled.

By Cook, J.: A. J. Higgins Lumber and Export company vs. V. B. Pryor, circuit Marion; reversed and remanded.

Imperial drug company vs. Holcom and Hoke Mfg. company, Hinds circuit; affirmed.

A. H. Lenglois vs. A. Lischhoff, Hinds circuit; affirmed.

Postal Telegraph and Cable company vs. W. P. Kennedy, Harrison circuit; reversed and remanded.

J. N. Hutchinson vs. A. Platt and H. M. Platt, Washington circuit; suggestion of error overruled.

J. R. Buck: Walter Lumber company vs. J. F. Powell, Lauderdale circuit; motion to strike notes sustained.

Ex Parte Hinds, Higgins, Simpson circuit motion to advance sustained and advanced two weeks.

Roosevelt Humlin vs. S. A. Gano, Madison circuit; affirmed.

Hancock county vs. Francis Shaw, Hancock circuit; affirmed. Eldridge, J. dissenting.

PRICES NOT TO DROP IN NEAR FUTURE, IS REPORT

WASHINGTON, May 20.—Prices may not be expected to drop much in the near future, according to indications of reports reaching the federal reserve board. The reserve board's bulletin for May says that apparently "the business community has shown up the thought it may profitably await a further considerable reduction in prices and is now contenting itself with the development of trade along lines dependent upon at least the temporary maintenance of existing levels."

Though prices of a few basic commodities have fallen slightly, these declines have not yet been effected in retail prices, says the review.

"What is now happening," it adds, "seems to indicate that business will, after a period of initial readjustment in prices, proceed upon a level not far removed from that established during the war."

NEW ALBANY METHODISTS GO WAY OVER QUOTA

NEW ALBANY, Miss., May 20. (Sp.)—In the centenary drive of yesterday it is reported that the New Albany Methodist Episcopal church has reached the total of \$27,000, which is \$12,000 in excess of the quota assigned to this church. The church director claims that before the drive closes New Albany will register \$30,000, which just doubles her quota. Reports from churches in Union county off the railroad indicate the county has gone over the top in the drive by many thousands dollars. Complete returns can not be had before the close of the drive, which ends next Sunday.

COTTON OIL MILLS RECEIVE STATE CHARTER

NASHVILLE, Tenn., May 20. (Sp.)—The Bellevue Cotton Oil mills, capitalized at \$250,000, and located at Memphis, was today chartered by the secretary of state.

The incorporators are E. T. Linsey, J. C. Rainer, J. D. Turley, R. A. Butler, M. Kline, Jake Pink and C. L. Sivilier.



A famous trademark—that grand old Bull

YOU know him well. For over half a century he has been an American institution. How perfectly he typifies genuine "Bull" Durham tobacco!

Sure of himself, sure of the affection of millions, "Bull" stands as a challenge. He represents quality—bigness—in production and popularity. (Last year over 300,000,000 bags!)

From every bag of genuine "Bull" Durham you can roll 50 smokes that machines can't even duplicate. And that's an asset—these days! Fifty-thirty smokes that cost you least; smokes that please you most.

GENUINE

"BULL" DURHAM TOBACCO



Guaranteed by The American Tobacco Co.

With M&T papers you get the idea: combination for rolling "Bull" Durham smokes.



SHIPPING BOARD HAS ASSIGNED 24 VESSELS

WASHINGTON, May 20.—Allocation of 24 new wooden steamers by the shipping board today included nine to Jacksonville, two to Brunswick, two to Norfolk, one by Mobile, one to Panama and one to Savannah.

ELKS' LODGE FORMED.

CONWAY, Ark., May 20. (Sp.)—The Conway Elks' lodge was instituted Monday night with a charter membership of over 40 members. Rev. H. N. Barnett, of Jonesboro, chaplain for Arkansas, will make the address of the occasion. Visiting delegations from nearby lodges will attend the institution, including Ruler A. C. Hemmel

and a number of Little Rock Elks. Quarters will be secured for the lodge at an early date.

NORMAL FURNISHED.

CONWAY, Ark., May 20. (Sp.)—After a period of adjustment and completion of the interior furnishings of the new administration building for the

Arkansas State Normal school, trustees of the institution have accepted the structure as it now stands. It has been in use for over one month, but final acceptance was delayed until the contractor should complete certain portions of the interior, with which the trustees were not satisfied. It cost approximately \$107,000, an appropriation made by the 1916 legislature. Various causes have deferred its completion since the grant of the fund.

SOLDIERS WELCOMED.

JACKSON, Miss., May 20.—About 300 men of the 155th Infantry, formerly the First Mississippi, were given an enthusiastic reception here Monday night during a few hours stop on the way from Camp Dix to Camp Shelby, where they will be demobilized. The detachment was in command of Capt. L. E. Bolton. An elaborate entertainment program was carried out.

Getting rid of coffee troubles is made easy by changing to INSTANT POSTUM a delicious cereal drink